

DaimlerChrysler AG

Patent claims

5

1. An A-pillar for a motor vehicle (2), the A-pillar (4) running from a vehicle roof (3) in the direction of a vehicle floor (5) and in this case having a curved profile over at least one longitudinal section, the  
10 A-pillar (4) having an essentially solid circumferential surface (17) and being of essentially hollow configuration in an inner region, characterized

• in that, in its curved longitudinal section (15), the  
15 A-pillar has a reinforcement strut (6) which passes through a hollow cross section (7) of the A-pillar (4),

• the reinforcement strut (6) running with respect to the motor vehicle (2) from a rear wall region (16) of  
20 the A-pillar (4) to a front wall region (18)

• and the reinforcement strut (16) has an elliptical or a circular recesses (12, 14) along an upper and a lower boundary line with respect to the motor vehicle (2).

25

2. The A-pillar as claimed in claim 1, characterized in that the reinforcement strut (6) has a height of at least 5 cm, as measured from its respectively deepest recesses (12, 14).

30

3. The A-pillar as claimed in claim 1 or 2, characterized in that the A-pillar (4) is configured with the reinforcement strut (6) as an integrated cast steel component.

35

4. The A-pillar as claimed in one of the preceding claims, characterized in that the wall regions (16, 18, 20) of the A-pillar (4) are configured with variable wall thicknesses.

5. The A-pillar as claimed in claim 4, characterized in that the reinforcement strut (6) runs from a wall region (16) of increased wall thickness to another wall  
5 region (18) of increased wall thickness.

6. The A-pillar as claimed in one of the preceding claims, characterized in that the A-pillar (4) has an increased wall thickness in a front wall region (18)  
10 and a rear wall region (16).

7. The A-pillar as claimed in one of the preceding claims, characterized in that the A-pillar (4) has just one reinforcement strut (6).